

**VERMONT AVIATION ADVISORY COUNCIL
MINUTES OF MEETING
DILL BUILDING
2178 AIRPORT ROAD
BARRE, VT 05641
October 26, 2021**

***Hybrid meeting held in-person and by teleconference**

ATTENDEES: Dan Delabruere, VTrans
Trini Brassard, VTrans
Paul Libby, VTrans
Jason Owen, VTrans
Kyle Wells, VTrans
Costa Pappis, VTrans
Evan Robinson, VTrans
Bruce King, VTrans
Guy Tapper, VTrans
Shaun Corbett, VTrans
Evan Robinson, VTrans
Adam Goodrow, VTrans
Erica Mongeon, VTrans
Toni Clithero, VTrans
Doug White, MVL BVT UFA GA
Chris Carrigan, Vermont Chamber
Steve Dolgin, Caledonia Airport
Steve Ireland, McFarland Johnson
Bill Hanf, Green Mountain Avionics
Bob Flint, Springfield
George Coy, Board Air
Cliff Coy, Boarder Air Ltd.
Barbara Murphy, legislature
Shelby Losier, BTV
John Wilson, Manchester, NH
Heath Marsden
Richard Landin
Bob Schaefer
Patrick Sharrow
Mary Kay Centheur
Jamie Hildebrandt
Stacy Leveille
Jenn Riccardi
Vincent Mattesis, VT Pilots Association
John Blaskin, BACA
Chris Bambini

1. CALL TO ORDER and ANNOUNCEMENTS

Dan Delabruere called the hybrid meeting to order at 1 PM and noted the information on the Governor's website regarding the terms of Aviation Council appointees is current. Introductions were done.

2. PUBLIC INPUT

- Chris Carrigan announced an MOU was signed in September on the expanded Vermont-Quebec aerospace trade quarter known as "Ontario Aerospace". There will also be a renewed focus on maintenance repairs, overhead, and marketing of the growing MRO cluster in Vermont and taking advantage of the 6% aviation sales tax exemption on MRO for charter, commercial charter, and private aircraft.
- Bill Hanf asked about the timing for runway lights, GPS approach, and restructuring the airport manager/customer lounge area at Middlebury Airport. Dan Delabruere said information will be provided to Mr. Hanf after the meeting.
- Bill Hanf requested an update on the work done on standardizing lease rates and eliminating quarterly contributions. Steve Dolgin said the subcommittee tasked with looking at standardizing lease rates submitted findings and is waiting for VTrans to take the next step. Dan Delabruere noted VTrans did much work on justifying the rates. The subcommittee wanted to look at alternatives. A report from the subcommittee can be added to the next agenda.

MOTION by Barbara Murphy, SECOND by Bill Hanf, to reform the subcommittee on standardizing lease rates to include Steve Dolgin, Bob Flint, and Cliff Coy as the replacement for George Coy. VOTING: unanimous; motion carried.

3. APPROVAL OF MINUTES

July 27, 2021

MOTION by Barbara Murphy, SECOND by Steve Dolgin, to approve the 7/27/21 minutes. VOTING: unanimous; motion carried.

4. MASTER PERMITTING UPDATE

Dan Delabruere stated VTrans looked at hangar development on state airports and securing as many permits as possible ahead of time so it is easier for airport users who want to build a hangar to do so. The state is treated the same as any other permit applicant and the process has taken time and a lot of money (nearly \$1 million). The state is trying to grow the airports and have more hangars.

Doug White commented that the money was well spent because potential developers and pilots who want to build hangars on airports have become partners with the state.

Steve Ireland with McFarland Johnson reported on the master permitting project:

- Master permitting is being done for nine state airports.
- Four stormwater permits are done, two are in review with ANR and three are in the design process with consultants.
- Two Act 250 permits have been submitted and two are in process. A total of nine are needed.

- Two water permits are complete and one is ready to be submitted. A total of six are needed.
- One wastewater permit is complete, one is to be resubmitted. A total of six are needed.
- Newport will be the first airport to be complete (master permitting) by first quarter of next year because there was more permitting and a better plan already in place. Franklin, Morrisville, and Middlebury will follow in the second quarter of next year.

5. HANGAR DEVELOPMENT GUIDANCE DOCUMENT

Steve Ireland reported the Aviation website has a link to all needed forms and permits. The hangar development guidance document is also posted. The document outlines the steps that should be followed and what will occur. Permits once in place for locations already permitted are available to developers so they know what will be needed and what will have to be amended. The guidance document will be updated with new information as it is received.

Cliff Coy asked if airport infrastructure such as a taxi lane to a hangar will be handled by the state or the hangar builder. Dan Delabruere said there is no commitment by the state to build taxi lanes or apron areas. Also, there is no funding for infrastructure that is part of permit conditions such as detention ponds.

6. PROJECT UPDATES

Paul Libby reviewed Airport Improvement Program (AIP) grants from the FAA across state airports in 2021 and 2022. The grants covered pavement/maintenance projects and specific airport projects. If the federal infrastructure bill passes Vermont will receive \$3.3 million in a supplemental grant from the FAA for the Rutland runway rehab project.

VTrans staff gave an update on airport projects. The following was noted:

- Pavement crack sealing started late this year due to material shortages nationwide. Painting will be done in the spring.
- Master plan update, environmental assessment, and obstruction removal are being done at Knapp.
- Runway reconstruction and widening, lighting, runway and taxiway extension, obstruction removal are happening at Franklin.
- Avigation easements, runway and safety area design are being done at Hartness.
- Master plan update and obstruction removal are being done at Middlebury. There is no timeline for GPS approach. The state is looking at all approaches in the master plan update as well as lighting.
- Fuel farm installation, design and permitting of the taxiway extension and apron expansion are being done at Morrisville-Stowe.
- Terminal replacement and maintaining the vegetative removal are being done at Newport.
- Permitting for the SRE building, master plan update, and EMAS maintenance are happening at Rutland.

Trini Brassard noted the state pays a significant permit fee to cut/clear the trees at airports (\$500,000) plus has to pay the loggers. The value of the lumber is netted to the project if the trees are on state property. If the trees are on private property then the state pays the logger and the property owner gets the wood. Dan Delabruere added the state also pays the property owner for easements even though the airports have been in existence for decades (the easements were never attained). The project team is now putting easements in place. Trini Brassard stated legislation is needed that affirms the designated acreage for airports so the state should not have to mitigate prime ag soils or forest.

Steve Dolgin asked about the runway relocation at Caledonia. Dan Delabruere said there is no timeline for this. There were issues with the fuel farm at Caledonia and not selling the fuel before the expiration date. The runway, ramp, and taxiway need work. The roof on the terminal hangar building has been replaced. VTrans is evaluating the airport's use to make sure money is invested where it is most needed. Trini Brassard added the FAA wants to see the investment in the airport as a critical piece of the airport system before providing federal grants. Steve Dolgin asked to be part of the decision making for Caledonia.

7. OTHER BUSINESS

Based Aircraft Count

Dan Delabruere explained available funding from the FAA is based on current use of an airport and the infrastructure needed to support the current use. Numbers are needed on the largest aircraft using the airport, number of based aircraft, tail numbers, and daily use. FBOs and all airports will be asked to provide this data.

Bennington Airport Fuel Farm

Dan Delabruere reported the state has a contract quote to fix the problem with the fuel farm at Bennington long term. Filters are not a permanent answer. The FAA will not fund fuel farms. The state must do this and there are no discretionary funds available. The fuel farm at Bennington Airport is not budgeted. The state will not operate an unsafe fuel farm and is working hard to keep Bennington's fuel farm open.

Personnel

Jeff Bouska, airport maintenance, is moving from the Morrisville-Stowe Airport to Knapp Airport. There is all new staff at Morrisville-Stowe. The state is close to filling Jenn Riccardi's position.

8. NEXT MEETING and ADJOURNMENT

Next Meeting

January 25, 2022, 1 PM, Dill Building, 2178 Airport Road, Barre.

Adjournment

**MOTION by Bill Hanf, SECOND by Steve Dolgin, to adjourn the meeting.
VOTING: unanimous; motion carried.**

The meeting was adjourned at 3 PM.

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